

Humboldt Bay Alternative Rail Route Feasibility Study
Business, Labor, Law Enforcement and Citizen Organizations

Support Letters as of March 2013

- **Union Pacific Railroad**
- **Northwestern Pacific Railroad Company**
- **The Greater Eureka Chamber of Commerce**
- **Humboldt Redwood Company**
- **Sierra Pacific Industries**
- **Green Diamond Resource Company**
- **California Redwood Company**
- **Humboldt Association of Realtors**
- **Humboldt Cattlemen's Association**
- **California Marine and Intermodal Transportation System Advisory Council**
- **UpState California Economic Development Council**
- **California Association for Local Economic Development**

- **Building and Construction Trades Department of the American Federation of Labor – Congress of Industrial Organizations**
- **State Building and Construction Trades Council of California**
- **Building and Construction Trades Council of Humboldt and Del Norte Counties**
- **International Longshore and Warehouse Union, Local 14**
- **Operating Engineers Local 3**
- **Bricklayers and Allied Craftworkers Local No. 3, California**
- **Central Labor Council, AFL-CIO of Humboldt and Del Norte Counties**

- **Eureka Police Officer's Association**
- **Humboldt Deputy Sheriff's Organization**

- **East-West Rail Advocates**
- **Land Bridge Alliance**
- **Rail and Port Infrastructure Task Force**
- **Humboldt Bay Harbor Working Group**

UNION PACIFIC RAILROAD
10031 Foothills Blvd.
Roseville, California 95747

Scott D. Moore Vice President Public Affairs - West

P 916 789 6015

August 31, 2012

Mayor Jager and City Council
Eureka City Council
531 K Street
Eureka, CA 95501

RE: East West Rail Feasibility Study

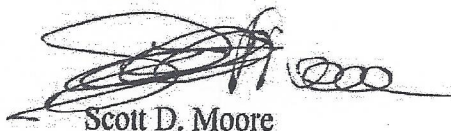
Dear Mayor Jager and City Council:

On behalf of Union Pacific Railroad (UP), I am writing in regards to your community's interest in further development of the deep water harbor at Humboldt Bay. Specifically this letter is to comment on the proposal to conduct an analysis of the feasibility of constructing a new east-west rail line from your area to the existing national rail system.

UP has followed with great interest the ongoing discussion in your region about the need to be tied into the national rail system as a method of more fully developing Humboldt Bay. Operating the largest rail network in the United States with over 32,000 miles of track in 23 western states, UP certainly agrees that the most efficient ways to move goods is by rail. The potential of a new, state of the art rail connection from one of California's deep water harbors could create significant opportunities for your region.

UP will continue to monitor the progress of this discussion and if you move forward with the discussed feasibility study of constructing a new east-west rail line, UP stands ready to cooperate in studying how such line can best connect into our existing rail system. This is indeed an exciting project and UP looks forward to working with you and your representatives.

Sincerely,



Scott D. Moore



NORTHWESTERN
PACIFIC
RAILROAD
COMPANY

December 12, 2011

Mike Wilson
Commissioner Division 3
Humboldt Bay Harbor
Recreation & Conservation District
601 Startare Drive
P.O. Box 1030
Eureka, CA 95502-1020

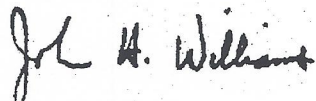
Dear Commissioner Wilson:

The Northwestern Pacific Railroad Company (NWP Co.) operates and is providing rail freight service on a 61-mile long portion of the NWP Co., between Windsor and Brazos Jct. (Lombard), CA. NWP Co. also holds options to operate the Eel River Block between Willits and South Fork and separately, the Humboldt Bay Block from South Fork to the Somoa/Arcata area.

As NCRA's designated contract operator, NWP Co. would like to express its support for the Humboldt Bay Alternative Rail Route Study which has been proposed be undertaken by the District. We understand that the purpose of this Study is to analyze the concept of developing an east-west alternative rail route that would connect Humboldt Bay to the national rail system in the area of Red Bluff, CA. It is NWP Co.'s opinion that such an alternative east-west rail route is an appropriate option to consider and that it should be evaluated at this time.

Thank you in advance for your consideration of this request. Please let me know if there are questions.

Sincerely,



John H. Williams
President

cc: Douglas H. Bosco
Christopher J. Neary
Mitch Stogner
Pete Oringer

206369.doc



Humboldt Redwood
COMPANY, LLC

Mr. Mike Wilson
President
Humboldt Bay Harbor
Commissioners
mjani@mendoco.com

P.O. Box 712
125 Main Street
Scotia, CA 95565
(707) 764-4403
www.hrcllc.com

December 14, 2011

Mr. Mike Wilson, President
And
Humboldt Bay Harbor Commissioners
Humboldt Bay Harbor Recreation and Conservation District
P.O. Box 1030
Eureka, CA. 95502

Attn: Ms Patty Tyson, Interim Executive Officer

RE: Letter of Support - Alternative Rail Study

Dear Mr. Wilson and Commissioners:

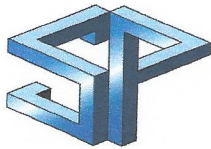
We understand that you are considering options for the use of available federal grant resources (TEA-21 funds) for proposed transportation projects and would encourage you to give the highest consideration and approval for the proposed study that examines the feasibility of an alternative East-West rail route. The access to rail is very important to the long term economic viability of Humboldt County and many of the businesses that reside here. Given the many known environmental challenges that the N-S line faces, a study that looks at possible alternative is an appropriate use for the ISTEA funds and it will help to inform many local and regional planning efforts.

As the forests of Humboldt County grow, landowners and forest product companies will need to be able to grow and expand as well to emerging markets well beyond the County line. Reliable rail service will become increasingly important in that effort. This study is an important step in that direction.

Sincerely

Michael E. Jani

Michael E. Jani
(707) 463-5114



Sierra Pacific Industries

P.O. Box 496028 • Redding, CA 96049-6028 • (530) 378-8000

December 18, 2012

Mayor Frank J. Jager
Eureka City Hall
531 K Street, Room 208
Eureka, CA 95501-1146

Re: Support of Humboldt Bay Alternative Rail Route Feasibility Study

Dear Mayor Jager:

Sierra Pacific Industries supports the undertaking of a feasibility assessment for a proposed rail line between Humboldt and Tehama Counties. We believe it is in the economic interest of all of Northern California to establish a commercial rail line from the Central Valley to the North Coast. A feasibility study would be a positive first step toward achieving that objective.

As a manufacturer of wood products in both counties, and indeed, across much of northern California, SPI currently ships lumber and wood byproducts from the Port of Humboldt Bay. A rail line from the Central Valley would allow us to economically ship more finished products and byproducts to other states and overseas, creating more market opportunities, and helping to stabilize employment in the wood products industry.

Overall, we think that a trans-county rail line would provide a tremendous boost to Northern California's struggling economy. However, a study must first be undertaken to gather sufficient information regarding the costs and benefits of a rail line. We urge the City of Eureka to support and facilitate the proposed feasibility study.

Sincerely,

A.A. Red Emmerson
President and Chairman, Emeritus

cc: Eureka City Council Members
William G. Bertain



Mayor Frank J. Jager
Eureka City Hall
531 K Street, Room 208
Eureka, CA 95501-1146

January 16, 2013

Re: East-West Rail Feasibility Study

Dear Mayor Jager:

Green Diamond Resource and California Redwood Companies have reviewed the preliminary information and we support a feasibility assessment for proposed rail service that would connect the Port of Humboldt Bay with the Sacramento Valley. We recognize this would be a significant undertaking and believe the feasibility analysis would provide needed information to better understand issues surrounding the construction and maintenance of the rail line as well as anticipated freight opportunities.

We have operations at and near the Port of Humboldt, and a remanufacturing/distribution center in Yolo County. Depending on freight rates, an east-west railroad could be of benefit for east-bound shipments to our customers as well as our satellite facility. We are also in the process of re-opening a chip handling facility on Humboldt Bay that could potentially benefit from west-bound shipments of wood chips from the Sacramento Valley.

The feasibility analysis is an important first step to understand the costs and benefits of the proposed rail line. We respectfully request your support of this study.

Sincerely,

A blue ink signature of Neal Ewald, written in a cursive style.

Neal Ewald
Vice President and General Manager

A blue ink signature of Carl Schoenhofer, written in a cursive style.

Carl Schoenhofer
Vice President and General Manager



RECEIVED
SEP 24 2012

CITY MANAGER

PRESIDENT
Matt Babich

PRESIDENT-ELECT
Michelle Voyles

SECRETARY/TREASURER
Victoria Copeland

PAST PRESIDENT
Kathi Ray

MULTIPLE LISTING CHAIR
Robin Ronay

AFFILIATE LIAISON
Chris Dannewitz

DIRECTORS AT LARGE
Clyde Akamine

Donna Brown

Mikki Cardoza

Katie Casali

Joanie Frederick

Tom Hiller

Joe Matteoli

Andy Parker

Jeremy Stanfield

Tracy Shumard

Hannah Winans

EXECUTIVE OFFICER
Lois Lee Busey

September 20, 2012

David Tyson, City Manager
City of Eureka
531 K Street
Eureka, California 95501

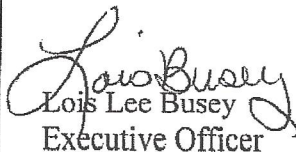
Dear Manager Tyson:

The Humboldt Association of REALTORS® strongly supports taking all steps necessary to move forward with a study that will analyze and determine the feasibility of an alternate east-west rail route connecting the port facilities in Humboldt Bay to the national rail system.

The economic potential of connecting Humboldt Bay to this national rail system is crucial and essential to future port improvement, jobs development and much needed affordable housing opportunities in Humboldt County.

We applaud you for taking this step in the right direction and offer our assistance as you move forward.

Sincerely,


Lois Lee Busey
Executive Officer

cc: Humboldt County Board of Supervisors



HUMBOLDT-DEL NORTE CATTLEMEN'S ASSOCIATION

HEADQUARTERS OFFICE

**Humboldt County Agricultural Extension Center Building
5630 S. Broadway at Spruce Point
Eureka, California 95503, Telephone: 445-7351**

December 14th 2012

Board of Commissioners
Humboldt Bay Harbor, Recreation and Conservation District
PO Box 1030
Eureka, CA 95502

Dear Commissioners,

Re: Letter of Support for East-West Railroad Feasibility Study

The Humboldt Del Norte Cattlemen's Association represents local ranchers and farmers in Humboldt and Del Norte Counties and would like to express our support of the feasibility study of the east-west railroad proposal.

It is important for us to declare that our support of the feasibility study for the proposed east-west railroad does not, at this time, denote our support for the rail system to be constructed. We feel that this feasibility study needs to be completed to determine if it is economically viable. We are especially concerned about various factors that may affect our businesses, for example property rights, right of ways, environmental impact to our properties and so forth. We look forward to seeing the results of the study in respects to the financial benefits to our community and environmental effects of building the railroad.

If you would like to discuss this further with our local Cattlemen's Association please let me know.

Yours sincerely

Hugo Klopper
President



SEND VIA EMAIL AND U.S. POSTAL SERVICE

December 6, 2011

Mr. Mike Wilson, President
Commissioners
Humboldt Bay Harbor, Recreation and Conservation District
P.O. Box 1030
Eureka, CA 95502

Attn: Ms. Patty Tyson, Interim Executive Officer

RE: LETTER OF SUPPORT – ALTERNATIVE RAIL STUDY

Dear President Wilson and Commissioners:

It is my understanding that the Commission is considering options for the use of available federal grant resources for proposed transportation projects. On behalf of the Board of Directors of the Greater Eureka Chamber of Commerce, I would like to encourage you to use the TEA-21 funds available to the Harbor District to fund a study that examines the feasibility of an alternative rail route (east-west). We recognize the significant economic potential of having an active railroad connecting the Port of Humboldt Bay to the rest of the nation. This study would represent an important component in determining the parameters that must be satisfied to consider pursuing such a rail connection.

We believe that analyzing an east-west alternative rail route connecting Humboldt Bay to the national rail network is an appropriate use for the approximately \$259,000 ISTEA funds currently under consideration by the District. Information on an alternative rail route could impact planning by local communities, the Port of Humboldt and the NCRA and its operator.

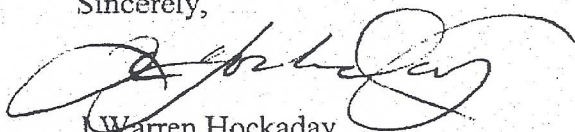
This new route potentially involves a fraction of the tunnels, bridges and signaled crossings of the existing rail line. Specifically, the study would involve a literature review on the history of this route; identification of the proposed route; identification of land ownerships along the proposed route; a conceptual development plan that includes rail ownership/governance, preliminary engineering feasibility, highway connectors and any proposed modifications to

Commissioner Mike Wilson – December 6, 2011 – page two

improve highway/rail interface, estimated permitting needs, estimated environmental issues and potential mitigation and estimated development costs and timelines.

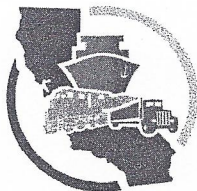
I commend the Board of Commissioners for their proactive approach toward economic development and foresight to creatively use this grant funding opportunity by considering this proposed option. If you have any questions or would like to discuss this recommendation in greater detail, please feel free to contact me.

Sincerely,

A handwritten signature in dark ink, appearing to read 'J. Warren Hockaday', written in a cursive style.

J. Warren Hockaday
President/CEO

cc: Mr. Bill Bertain, RAPIT ✓



CALMITSAC

CALIFORNIA MARINE AND INTERMODAL
TRANSPORTATION SYSTEM
ADVISORY COUNCIL

December 8, 2011

Board of Commissioners
Humboldt Bay Harbor, Recreation and Conservation District
P.O. Box 1030
Eureka, CA 95502

RE: Support for Alternative Rail Study

Dear Commissioners,

The California Marine and Intermodal Transportation System Advisory Committee (CALMITSAC) was formed to foster development of a Marine Transportation System in California that is safe, secure, efficient, environmentally sound and capable of expanding to meet the demands of the global economy.

As one of the deep water ports in California, the Port of Humboldt Bay represents an important part of the State's Marine Transportation System as evidenced by your recent work on Marine Highway research and the resurgence of shipping activity. All the Ports in California have an active rail connection, except one, the Port of Humboldt Bay. This is why we are so pleased that the Board of Commissioners will be considering using TEA-21 funds to examine the feasibility of an alternative rail route that will connect to the Port to the rest of the nation. This is a significant endeavor and one which CALMITSAC wholeheartedly supports.

Therefore, on behalf of the CALMITSAC, I would like to encourage you to use the TEA-21 funds available to the Harbor District to fund a study to examine the feasibility of an alternative rail route. CALMITSAC is pleased to offer whatever assistance that we can to assist you in this important project.

Very Truly Yours,

Bob Dockendorff
Chair
CALMITSAC



December 6, 2011

To: Harbor District Board of Commissioners,

Upstate California Economic Development Council (Upstate), strongly encourages you to use the TEA-21 funds available to the Harbor District to fund a study to examine the feasibility of an alternative rail route (the east-west line). The concept of developing an east-west alternative rail route from the national rail system to Humboldt Bay could greatly enhance our competitive advantage to support new and existing business.

Upstate recognizes the great economic potential of having an active railroad connecting the Port of Humboldt Bay to the rest of the nation and more specifically connecting California's northern 22 counties to the Pacific coast. This study is a necessary component in determining the parameters that must be met to establish such a rail connection.

Furthermore, Upstate California Economic Development Council will assist the port by providing contacts, data, and testimony for the project. On behalf of Upstate's 20 county members region, we commend the Board of Commissioners for their proactive approach toward economic development and foresight to creatively use this grant funding opportunity by considering this project. If you have any questions or would like to discuss this further, please feel free to contact me at: (530) 528-1397.

Best Regards,

Alison O'Sullivan
General Manager

Upstate California Economic
Development Council
21880 Parkway Dr.
Red Bluff, CA 96080
(866) 726-4332
www.upstatecalifornia.com

RESOLUTION NO. 2012- 05

**RESOLUTION OF THE UPSTATE CALIFORNIA ECONOMIC DEVELOPMENT
COUNCIL (UPSTATE) SUPPORTING THE HUMBOLDT BAY ALTERNATIVE RAIL
ROUTE FEASIBILITY STUDY**

WHEREAS, modern transportation infrastructure is salient to the future security and economic development of the Port of Humboldt Bay, and inland northern California; and the Upstate California Region; and

WHEREAS, a study analyzing an east-west alternative rail route connecting Humboldt Bay to the national rail system would provide valuable information on the feasibility of restoring rail service to Humboldt Bay; and

WHEREAS the *Humboldt Bay Alternative Rail Route Feasibility Study* has been conceptually proposed to analyze the concept of developing an east-west alternative rail route from the national rail system to Humboldt Bay; and

WHEREAS, a new easterly route would likely connect Humboldt Bay to the existing Union Pacific main rail line just south of Red Bluff near Gerber, CA; and

WHEREAS, this potential new route, at approximately 125 miles long, is roughly half of the length of the existing Northwestern Pacific rail line and involves a fraction of the tunnels, bridges and signaled crossings of the existing rail line; and

WHEREAS, the *Humboldt Bay Alternative Rail Route Feasibility Study* is proposed to include a literature review on the history of this route, identification of a proposed route along with alternatives, identification of land ownerships along the proposed route, a conceptual development plan that includes rail ownership and governance, preliminary engineering feasibility, highway connectors and any proposed modifications to improve highway/rail interface, estimated permitting needs, estimated environmental issues and mitigations, and estimated development costs and timeline; and

WHEREAS, an easterly route could incorporate the Humboldt Bay Short Rail portion of the existing NCRA right-of-way from South Fork to Samoa when it became operational; and

WHEREAS, exploring an alternative rail route would provide valuable information on transportation options for economic development, as well as establishing a reliable connection to areas outside the local community when natural disasters or other events isolate the Humboldt Bay region from the rest of the Upstate California Region; and

WHEREAS, the proposed study would provide data for both our decision makers and for those wanting to make investments in the Humboldt Bay region; and

WHEREAS, due to the apparent economic potential of a rail line connecting Humboldt Bay to the national rail system and since it is unknown whether NCRA will be able to restore a rail connection to Humboldt Bay in the foreseeable future, the Upstate California Economic Development Council now has an opportunity to lead an effort to explore the feasibility of an alternate rail route to the east.

NOW THEREFORE, BE IT RESOLVED by the Board of Directors of the Upstate California Economic Development Council to support, as a public governing body, a feasibility study of an alternative (eastern) rail route to connect Humboldt Bay to the national rail system; and

Be it Further Resolved that Upstate does hereby agree to develop a mechanism to acquire funding and technical support to insure the success of the *Humboldt Bay Alternative Rail Route Feasibility Study*; and

Be it Further Resolved that the Upstate does hereby agree to meet and coordinate with other jurisdictions along a conceptual route to insure the success of the *Humboldt Bay Alternative Rail Route Feasibility Study*.


PASSED, APPROVED AND ADOPTED by the Upstate California Economic Development Council in the County of Tehama, State of California, on the 11th day of May, 2012 by the following vote:

AYES: MEMBERS

NOES: MEMBERS

ABSENT: MEMBERS

ABSTAIN: MEMBERS



Brynda Stranix, President
Upstate California Economic Development
Council

Attest:



Alison O'Sullivan, General Manager
Upstate California Economic Development
Council

CALED Board 2012-2013

Cindy Trobitz-Thomas, Chair
City of Eureka
D-B Heusser, Chair Elect
City of Selma
Kathy Millison, Past Chair
City of Santa Rosa

Larry Cope, Vice Chair
Tuolumne County EDA
Kevin Ham, Vice Chair
City of Vista
Randy Starbuck, Vice Chair
City of Elk Grove
Bruce Stenslie, Vice Chair
ED Collaborative of Ventura County

Fran Aguilera
San Joaquin Valley EDA
Roberto Barragan
Valley Economic Development Center
Bill Bassitt
Stanislaus ED & Workforce Alliance
Oscar Cabello
Wells Fargo Bank
Mark Cafferty
San Diego Regional EDC
Janet Coe
City of Anaheim
Jason Crawford
City of Santa Clarita
Mike Dozier
Fresno State, Office of Community and ED
Barbara Halsey
CA Workforce Association
Mary Ingersoll
TeamCalifornia
Kristin Johnson
Northern CA SBDC
Craig Johnson
CAEZ

Tim Kelley
Imperial County EDC
Larry Kosmont
Kosmont Companies
John Lambeth
California Downtown Association
Ralph Lippman
CA Comm ED Assn (CCEDA)
Michael Manchak
EVC of San Luis Obispo County
Eileen Marxen
CIDFAC
Brian McMahon
Employment Training Panel
Fred Mendez
Rabobank, N. A.
Mike Nuby
Southern California Edison
Greg O'Sullivan
ED On Call
Stacie Olivares-Castain
COIN, CA Department of Insurance
Mary Jane Olhasso
San Bernardino County, ED Dept
Carrie Rogers
Los Angeles County EDC
David Rubin
PG&E
Judie Scalise
ESI Corporation
Jack Stewart
CA Manufacturing & Tech Assoc.
Ben Stone
Sonoma County ED Board
Sarah Suverkrup Mundy
Riverside County EDA
Rob White
City of Livermore



California Association for Local Economic Development

August 5, 2012

Mayor Frank Jager
Eureka City Council
City of Eureka
531 K Street
Eureka, CA 95501

Dear Mayor Jager:

I am writing on behalf of Board of Directors of the California Association for Local Economic Development (CALED) to encourage you to study the feasibility of an alternative rail line connecting Humboldt Bay's harbor with the national rail network in the Sacramento Valley because of potential economic benefits to Northern California.

CALED is a statewide, professional economic development organization dedicated to local economic development. We have over 750 members representing cities, counties, state and federal agencies, economic development corporations and the private sector. These include economic development directors, city managers, realtors, finance consultants, marketing experts, utility representatives, bankers and many others dedicated to helping businesses succeed and local economies grow.

At a time where California communities are being pushed to find innovative ways to jump-start, maintain and grow their economies, we believe it is imperative to explore the feasibility and impact of a rail network that will allow more businesses access to the Humboldt Bay – especially if it can potentially increase the region's economic competitiveness. This study is needed to define the parameters of the rail project as well as ascertain an understanding of the impact on the region's residents, businesses, economic climate, and the project's potential for creation/retention of jobs.

For these reasons, we are in strong support of conducting this feasibility study. Please feel free to contact me if you have any questions at 916-448-8252 ext. 15

Sincerely,


Gurbax Sahota
President & CEO

cc: CALED Board of Directors



RECEIVED
SEP 24 2012

CITY MANAGER

PRESIDENT
Matt Babich

PRESIDENT-ELECT
Michelle Voyles

SECRETARY/TREASURER
Victoria Copeland

PAST PRESIDENT
Kathi Ray

MULTIPLE LISTING CHAIR
Robin Ronay

AFFILIATE LIAISON
Chris Dannewitz

DIRECTORS AT LARGE
Clyde Akamine

Donna Brown

Mikkl Cardoza

Katie Casali

Joanie Frederick

Tom Hiller

Joe Matteoli

Andy Parker

Jeremy Stanfield

Tracy Shumard

Hannah Winans

EXECUTIVE OFFICER
Lois Lee Busey

September 20, 2012

David Tyson, City Manager
City of Eureka
531 K Street
Eureka, California 95501

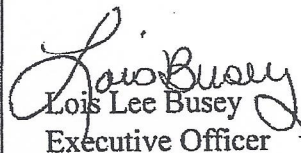
Dear Manager Tyson:

The Humboldt Association of REALTORS® strongly supports taking all steps necessary to move forward with a study that will analyze and determine the feasibility of an alternate east-west rail route connecting the port facilities in Humboldt Bay to the national rail system.

The economic potential of connecting Humboldt Bay to this national rail system is crucial and essential to future port improvement, jobs development and much needed affordable housing opportunities in Humboldt County.

We applaud you for taking this step in the right direction and offer our assistance as you move forward.

Sincerely,


Lois Lee Busey
Executive Officer

cc: Humboldt County Board of Supervisors



ROBERT L. BALGENORTH
PRESIDENT

JAMES W. KELLOGG
SECRETARY-TREASURER

Chartered by
BUILDING AND CONSTRUCTION TRADES
DEPARTMENT
AFL - CIO

Mayor Frank J. Jäger
Eureka City Hall
531 "K" Street - Room 208
Eureka, CA 95501-1146

On behalf of the State Building and Construction Trades Council (SBCTC), AFL-CIO, I write in support of a Humboldt Bay Alternative Rail Route Feasibility Study. The SBCTC is an organization of affiliated construction unions representing over 325,000 workers in the unionized construction industry in California. This study is essential to analyze the concept of developing an east-west alternative rail route from the national rail system to Humboldt Bay.

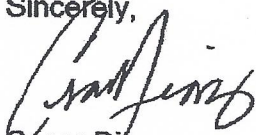
A Feasibility Study would include a historical review, identification of a proposed route along with alternative routes, identification of land ownership along the proposed route, and a conceptual development plan that includes rail ownership and governance. It could also include preliminary engineering feasibility, permitting needs, possible

environmental issues, mitigations, development costs, and ancillary recreational amenities.

The proposed study would provide data for government agencies and for those wanting to make investments in the Humboldt Bay region and neighboring counties. This type of investment is vital to the economic interests and future of commerce in the Humboldt Bay area.

It is for these reasons that we, along with our brothers and sisters represented by the Building and Construction Trades Council of Humboldt and Del Norte Counties and in conjunction with our Central Labor Council, urge you to support this study. Thank you for your consideration.

Sincerely,



Cesar Diaz
Legislative Director

CD:adr
opeiu#29/afl-cio

cc: Council Members:
Marian Brady
Linda Atkins
Mike Newman
Melinda Ciarabellini
Lance Madsen

**Building and Construction Trades Council
of Humboldt and Del Norte Counties**

840 E Street, Suite 3, Eureka, California 95501

email: bctchdn@gmail.com Telephone: (707) 599-0899

December 11, 2011

Humboldt Bay Harbor, Recreation, and Conservation District

Patricia L. Tyson, Acting CEO

P.O. Box 1030

Eureka, California 95502-1030

ptyson@portofhumboldtby.org

(707) 443-0801 phone

(707) 443-0800 fax

Commissioners Mike Wilson, Chair

Richard Marks

Pat Higgins

Aaron Neumann

Greg Dale

Re: Use of TEA -21 grant to: "Improve Highway and Freight Rail Access to Humboldt Bay."

Dear Commissioners,

The Building and Construction Trades Council of Humboldt and Del Norte County, represents organized labor in the construction industry surrounding Humboldt Bay.

1. We strongly encourage the Humboldt Bay Harbor, Recreation, and Conservation District to pursue any necessary access planning on the Redwood Marine Terminal (Berths 1 & 2) in house, utilizing existing staff independently or / in conjunction with any potential leaseholders and adjacent property owners and NOT UTILIZING TEA-21 funds for that purpose.

2. We urge you to PROCEED AS SOON AS POSSIBLE, so as not to jeopardize the \$257,997 dollars of earmarked Federal TEA-21 funds designated to improve highway and freight rail access to the Port of Humboldt, by authorizing a Humboldt Bay Alternative East -West Rail Route Feasibility Study, to a responsible, reputable consulting firm for a price not to exceed said funds.

The purpose of this study would be to analyze the concept of an alternate east-west alternative railroad route connecting the Port of Humboldt Bay to the national rail system close to Red Bluff.

The study would include identification of a proposed route, identification of land ownership and right of way issues, preliminary engineering feasibility, estimated permitting needs, environmental issues, possible mitigation, and a conceptual development plan, including estimated development costs and a timeline.

TEA-21 grant, page 2.

We are confident that any easements, ingress, and egress issues can be solved between the Harbor District staff and the adjacent property owners in a timely manner as warranted. Historically access was achieved and it is in the interest of all parties to work out any details regarding legal issues to mutual satisfaction without spending federal dollars that could be so valuable to a much broader access study.

It is our opinion that the TEA funding could provide the means for a real time feasibility study that will establish a clear direction for long-term Strategic Plan for the Port of Humboldt. A positive feasibility study would be monumental to bringing in capital investment to our bay area, which would eventually lead to small manufacturing, and good paying jobs with benefits, which will lead to building construction jobs in our community.

It is exciting to think of a private or public work project of this magnitude and the lifetimes of benefits it would bring to this community, and to think, it could be started under your leadership!

If it proves out that an east-west route is not feasible, then we still have a clear direction on developing a Strategic Plan that will fit the needs and limitations of our port.

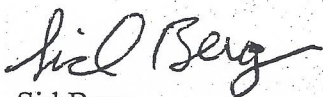
Either way, it will end the controversy of whether or not, a rail to the east was possible, and that we did everything in our power to find out!

We have lost millions of dollars of economic value to this community due to a lack of a railroad connection. We are in dire economic straits and without viable reliable transportation; we are an island, with few jobs.

John F. Kennedy set a goal to go to the moon in ten years and he succeeded! A railroad linking the Port of Humboldt to the nation is approximately 150 miles!

For the sake of future generations, let us at least see if it is possible!

Thank you for your consideration,



Sid Berg
Financial Secretary Treasurer,
Building & Construction Trades Council

Humboldt Bay HRCB

12/15/11

Re: Use of TEA-21 Grant Money

Dear Commissioners,

I am excited to hear we have some Federal grant money to study the feasibility of an East-West rail line option for moving freight to and from our port. This would put us in direct connection with an established major railroad network. This is the one thing lacking from making us a really attractive port for importing and exporting.

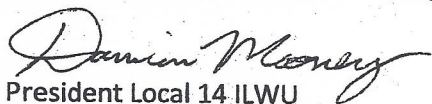
Unfortunately our county has had a major loss of living wage jobs over the last decade and our isolation is one of the reasons. This is our chance to change this. The road system out of here is always going to limit what we can do.

We are lucky to have one of the few natural deep water ports on the west coast. Before the latest economic downturn it was estimated that the major ports would reach capacity by 2015. This has obviously been delayed but the situation will come back as prosperity returns to the country and we need to be ready to meet these demands.

My Union supplies labor at our docks to load and unload ships. This is dangerous and highly skilled work. We pay good wages and benefits and have the expertise to handle all types of cargo. We are local and pay taxes here and spend money in the county. Our members own houses here, educate our children here, vote here and enjoy the outdoor opportunities provided by the bay and forests surrounding us. We do not want anything which may destroy our unique environment. This project seems to be an enhancement to our economic position without jeopardizing any of that. The Port of Eureka has been an industrial port for over 150 years. The harbor was the reason the city was founded here.

In the 1960's we had over 170 members in our local. We are now down to 17. We were down to 10 in 2003. The Pulp Mill kept us going. The return of log exports has helped us maintain a presence on the bay. With a rail link to a national system we could expand to at least 5 times that number. Every job we have expands 10 fold to other local businesses, i.e.: trucking, bar pilots, stevedores, motels, restaurants, stores, building inspectors, you name it. Our money goes a long way.

I urge you on behalf of the working people of Humboldt County to take this money and at least consider making this county once more an economically viable place to live.


President Local 14 ILWU



OPERATING ENGINEERS LOCAL UNION No. 3

1213 FIFTH STREET, EUREKA, CA 95501 • (707) 443-7328 • FAX (707) 443-9238

Jurisdiction: Northern California, Northern Nevada, Utah, Hawaii, and the Mid-Pacific Islands

August 15, 2011

Dear Fortuna City Council:

The Operating Engineers Local #3 has over 400 members in Humboldt and Del Norte Counties and represents over 40,000 in our jurisdiction which covers Northern California. Our Membership is primarily involved in heavy construction, survey and the testing and inspection industries. Currently construction workers are suffering record unemployment in excess of 30% in many areas. We desperately need jobs now and in the future.

The Operating Engineers Local #3 fully endorses the resolution supporting the restoration of rail service to the North Coast. We believe that rail banking the line from Willits to Eureka would, in effect, end the possibility of bringing a functioning rail to Eureka. We believe that a port and rail hub on the North Coast is key to wide economic prosperity for the County of Humboldt and throughout the region.

The economy in the North Coast region has suffered greatly in recent years due to the demise of logging and its related industries. We, as community partners, need to find the next economic engine for our children and grandchildren. Otherwise, the North Coast faces the prospect of ongoing and continuing high unemployment and the social ills that accompany poverty. The rail and port systems have the potential to mitigate some of these terrible problems by creating good middle class jobs.

Please pass the resolution supporting rail. Thank you for your consideration.

Sincerely,

District Representative Chris Snyder
International Union of Operating Engineers Local #3
District 40- Humboldt & Del Norte Counties

B.A.C. LOCAL No. 3, CALIFORNIA

Bricklayers and Allied Craftworkers

AFL-CIO

10806 BIGGE STREET
SAN LEANDRO, CA 94577

September 10, 2012

PHONE: (510) 632-8781

Mayor Frank J. Jäger

Council Members Marian Brady, Linda Atkins, Mike Newman, Melinda Ciarabellini, Lance Madsen

Eureka City Hall

531 "K" Street - Room 208

Eureka, CA 95501-1146

Dear Mayor and Council,

Re: Support of a Humboldt Bay Alternative Rail Route Feasibility Study.

Economical railroad infrastructure could enhance economic development of the Port of Humboldt Bay, and could be a valuable asset to maintaining or even expanding our business.

Humboldt Bay was connected to the national rail system for years, until the tracks were shut down due to storms in the southern section in 1999. Due to lack of funding, rehabilitation, and maintenance, restoring the line to the south remains a challenge. A proposed *Humboldt Bay Alternative Rail Route Feasibility Study* could analyze the concept of developing an east-west alternative rail route from the national rail system to Humboldt Bay. A new easterly route could connect Humboldt Bay to the existing Union Pacific main rail line just south of Red Bluff near Gerber, CA. The possible new route, at approximately 125 miles long, is roughly half of the length of the existing Northwestern Pacific rail line and involves a fraction of the tunnels, bridges and signaled crossings of the existing rail line.

A Feasibility Study would include a review on the history, identification of a proposed route along with alternatives, identification of land ownerships along the proposed route, and a conceptual development plan that identifies use, rail ownership and governance. It could also include preliminary engineering feasibility, permitting, environmental issues, mitigations, development costs and timeline, as well as ancillary recreational opportunities, utilities and road and port connectors.

The proposed study would provide data for government agencies and for those wanting to invest in the Humboldt Bay region and neighboring cities and counties.

Should the study prove positive and if railroad service could someday be restored, it would make our business more competitive in a difficult market.

We urge you to help facilitate this very important study. Please do everything you can to promote and advance its concept.

Thank you,



Dave Jackson
President

DJ:bc

ope3 afl-cio

**CENTRAL LABOR COUNCIL, AFL-CIO
of Humboldt and Del Norte Counties**

840 E Street, Eureka, California 95501

December 14, 2011

Humboldt Bay Harbor, Recreation, and Conservation District

Patricia L. Tyson, Acting CEO

P.O. Box 1030

Eureka, California 95502-1030

ptyson@portofhumboltdbay.org

(707) 443-0801 phone

(707) 443-0800 fax

Commissioners Mike Wilson, Chair

Richard Marks

Pat Higgins

Aaron Neumann

Greg Dale

Re: Use of TEA -21 grant to: "Improve Highway and Freight Rail Access to Humboldt Bay."

Dear Commissioners,

The Central Labor Council, AFL-CIO of Humboldt and Del Norte County encompasses several private and public sector unions in Humboldt and Del Norte Counties representing hundreds of working men and women in this area. At our December monthly meeting, we voted to support the Building and Construction Trades Council letter requesting the consideration of using the Transportation Efficiency Act (TEA) funds for the purpose of an alternate railroad feasibility study.

1. PLEASE DO NOT UTILIZE TEA-21 funds to pursue access planning on the Redwood Marine Terminal (Berths 1 & 2.

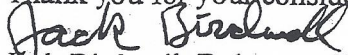
2. We urge you to INSTEAD, PROCEED AS SOON AS POSSIBLE, so as not to jeopardize the \$257,997 dollars of earmarked Federal TEA-21 funds designated to improve highway and freight rail access to the Port of Humboldt, by authorizing a Humboldt Bay Alternative East -West Rail Route Feasibility Study, to a responsible, reputable consulting firm for a price not to exceed said funds.

A positive feasibility study would bring in capital investment to our bay area, which would open the door to economic development, resulting in good paying jobs, which in turn would increase our local tax base to fund education and public services.

If it proves that an east-west route is not feasible, a long-term strategic plan can be established, reflecting our limitations of access.

PLEASE USE THE EARMARKED TEA - 21 FUNDS TO FINANCE AN EAST WEST ALTERNATE RAILROAD ROUTE FEASIBILITY STUDY.

Thank you for your consideration,



Jack Birdwell, Delegate, CLC



August 7, 2012

Mayor Frank Jäger and
Members of the Eureka City Council
531 K Street
Eureka CA, 955501

RE: Eureka Peace Officer's Association (EPOA) Board of Directors Support of a Feasibility Study

Dear Mayor Frank Jäger and Council Members,

As the Board of Directors for Eureka Police Officer's Association we fully understand that a stronger economy reduces crime rates due to the increase in jobs and job stability. A stronger economy that allows for more jobs also increases the tax revenue and in return helps Public Safety. The economic impact of an active rail system from the Sacramento area to Humboldt Bay would greatly increase the potential for job growth in the City of Eureka and in the County itself. By allowing the proposed feasibility study to occur, valuable information on the viability of such a system could be obtained assisting in the potential progress of such a project. The data obtained from the study would provide information to those decision makers, business leaders, and those wanting to make investments in and about the North Coast.

The EPOA Board of Directors fully supports a Feasibility Study.

Sincerely,

EPOA Board of Directors

Patrick Bishop, President
Cory Crnich, Vice President
Amanda Waters, Treasurer
Jocelyn Haske, Secretary

604 C Street Eureka, CA 95501

P.O. Box 1352 • Eureka, CA 95501 •



August 6, 2012

To Whom It May Concern:

It is the understanding of the Humboldt Deputy Sheriffs Association that a group of local leaders, stakeholders, and the City of Eureka are interested in commissioning a feasibility study of an East-West railroad that would once again connect Humboldt Bay to the national railroad network, thus increasing the amount of goods that can be transported in and out of Humboldt County. The goal of the feasibility study is to better understand how an East-West railroad could be built, thus leading to greater commerce for the area and increasing both the local job base and the local tax base.

The members of the Humboldt Deputy Sheriffs Organization know first-hand how a stagnating local tax base can detrimentally effect public safety. In the wake of the greatest recession seen in California since the Great Depression, our current Humboldt County law enforcement staffing levels are nearing the lowest since the days of the Wild West. These low staffing levels – a direct result of continued budget cutbacks and revenue declines at the state and local level – affect the safety of the community.

The stated goal of the coalition behind the East-West Railroad is to improve the local economy, thus creating a larger local tax base. We applaud these efforts, as an increased local tax base will reverse the local revenue declines and thus reverse the cuts to local law enforcement personnel.

Our Board does have concerns that an East-West Railroad could require significant public investment, putting greater strain on already scarce public revenue sources. Just the initial feasibility study is estimated to cost roughly \$300,000 (enough to hire multiple law enforcement deputies). However, we are very glad to learn that the coalition behind the East-West Railroad believes they can secure funds through existing federal, state, and local grants, without encumbering funds that could otherwise be spent on local law enforcement. Our Board has high hopes that a positive feasibility study will spur further investment into Humboldt County, ultimately paying for any new railroad with new funding sources (public or private) that would not or could not otherwise go towards underfunded local law enforcement.

For these reasons, we support the leadership of those involved in this effort to build a better and brighter economic future for Humboldt County and ultimately a safer Humboldt County.

Sincerely,

Steve Quenell
President, Humboldt Deputy Sheriffs Organization